

AGENDA

COMMITTEE ON PUBLIC SAFETY, HEALTH AND TRAFFIC

October 2, 2007

**Aldermen Osborne,
O'Neil, Shea, Roy, Long**

4:00 PM

**Aldermanic Chambers
City Hall (3rd Floor)**

1. Chairman Osborne calls the meeting to order.
2. The Clerk calls the roll.
3. Update from the Public Health Director.
4. Update from representatives of the Police Department.
5. Update from representatives of the Fire Department.
6. Wayfinding Sign Package submitted by the Director of Planning and Community Development.
Gentlemen, what is your pleasure?
7. Ms. Brandy Stanley, Parking Manager, has submitted the following items for discussion and action by the Committee:
 - a) In Vehicle Parking Meters pilot program proposal including proposed ordinance amendment:
Amending Chapter 70: Motor Vehicles And Traffic of the Code of Ordinances of the City of Manchester; 70.48 by adding a new section (E) to allow the Parking division to move forward with an In Vehicle Parking Meter pilot program in accordance with the presentation approved by the Mayor and Board of Aldermen."
 - b) Mobile Parking Enforcement
 - c) requesting authorization to grant SCORE Parking Decals and additional street parking for Verizon Wireless Arena staff October 10th through the 20th during the upcoming circus event.
 - d) requesting clarification of responsibilities between the Parking Division and Highway Department.

Gentlemen, what is your pleasure?

8. Chairman Osborne advises that the Traffic Division has submitted an agenda, which needs to be addressed as follows:

Stop Signs – 3 Way:

On Beech Hill Ave., at Beech Hill Drive, SWC, NEC
Alderman Garrity

Stop Sign – 4-Way:

On West Mitchell Street at Brown Ave., SEC
Alderman Garrity

Stop Sign:

On Livingston Park Driveway at Beech Street – NEC
Alderman Roy

No Parking Anytime:

On Villa Street, south side, from a point 72 feet east of Belmont Street to a point
45 feet east
Alderman Shea

Rescind Crosswalks:

On South Mammoth Road, south of Aurore Ave.(Ord. 2040)
Alderman DeVries
On South Jewett Street, north of Vinton Street (Ord. 1982)
Alderman Shea

Crosswalks:

On Vinton Street, west of South Jewett Street
On Candia Road, west of Talbot Street
On Talbot Street, south of Candia Road
Alderman Shea
On South Mammoth Road, south of Jack Lovering Drive
Alderman DeVries
On Webster Street, east of Tory Road
Aldermen Gatsas and Roy

Rescind No Parking Anytime:

On Jackson Street, north side, from a point 90 feet east of Mast Road to a point 65
feet east (Ord. 8984)
Alderman Smith

Gentlemen, what is your pleasure?

9. Communication from Luke Gutelius submitting a proposal regarding changing of the current Winter Parking regulations.
Gentlemen, what is your pleasure?

10. Communication from Heidi Roy, NH Development Coordinator of the National Multiple Sclerosis Society, requesting use of Arms Park for the 2008 MS Walk scheduled for Sunday, April 20th from 9 AM till 6 PM for set up and clean up.
Gentlemen, what is your pleasure?

11. Communication from Brigit M. Ryan, American Cancer Society, requesting to paint either pink ribbons at route intersections or a pink line down the middle of the streets in conjunction with the Making Strides Against Breast Cancer 2007 Walk scheduled to be held on Sunday, October 14th.
Gentlemen, what is your pleasure?

TABLED ITEMS

A motion is in order to remove any of the following items from the table for discussion.

12. Communication from Alderman Shea proposing the establishment of a Manchester Crime Prevention Committee.
(Tabled 12/12/2006)

13. E-mail communication from Jennifer Drakoulakos expressing her concerns regarding traffic flow and parking problem on A Street.
(Tabled 04/17/2007)

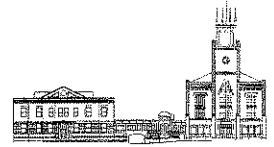
14. Communication from Deputy Chief Lussier submitting information relating to tasers and responding to questions raised regarding the department's priorities.
(Tabled 07/10/2007)

15. Ordinance amendment relating to restrictions on registered sex offenders.
(Tabled 09/04/2007 – pending further research by the City Solicitor office.)
16. Communication from Jim Hoben, Deputy Traffic Director, seeking clarification from the City Solicitor regarding any liability issues associated with placement of nonstandard MUTCD signage and seeking the committee's direction in the installation of such signage.
(Tabled 09/04/2007)
17. **NO THROUGH TRUCKS:**
On Front Street from the I-293 On-Ramp to Goffstown Road, southbound Alderman Forest
(Tabled 09/04/2007)
18. If there is no further business, a motion is in order to adjourn.



CITY OF MANCHESTER

Planning and Community Development



Robert S. MacKenzie, AICP
Director

Planning
Community Improvement Program
Growth Management

Staff to:
Planning Board
Heritage Commission
Millyard Design Review Committee

August 30, 2007

Committee on Public Safety and Traffic
City Hall
One City Hall Plaza
Manchester, NH 03101

re: *Wayfinding Sign Package*

Honorable Committee Members:

Last year we reviewed with you the concept of a Wayfinding sign package for the City. You requested some additional information and a final design for the sign package. We have completed the design of the program and have attached the following items:

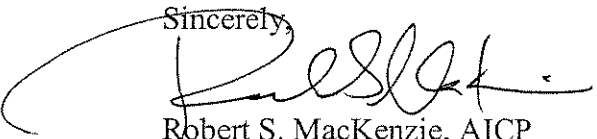
- 1) The design of the standard sign;
- 2) A current photograph of the Salmon and Elm Street intersection along with a Photoshop rendition of how the intersection would look with new signage;
- 3) A detailed map of the North Downtown showing the location of all proposed signs and the destinations listed for each sign; and
- 4) A general policy for the Wayfinding System (the Committee reviewed and concurred with this policy last year).

Comprehensive and consistent signage throughout the City will make it easier for visitor's and newcomers to find key points within the City, reduce the current clutter of signs and will provide a positive image of Manchester.

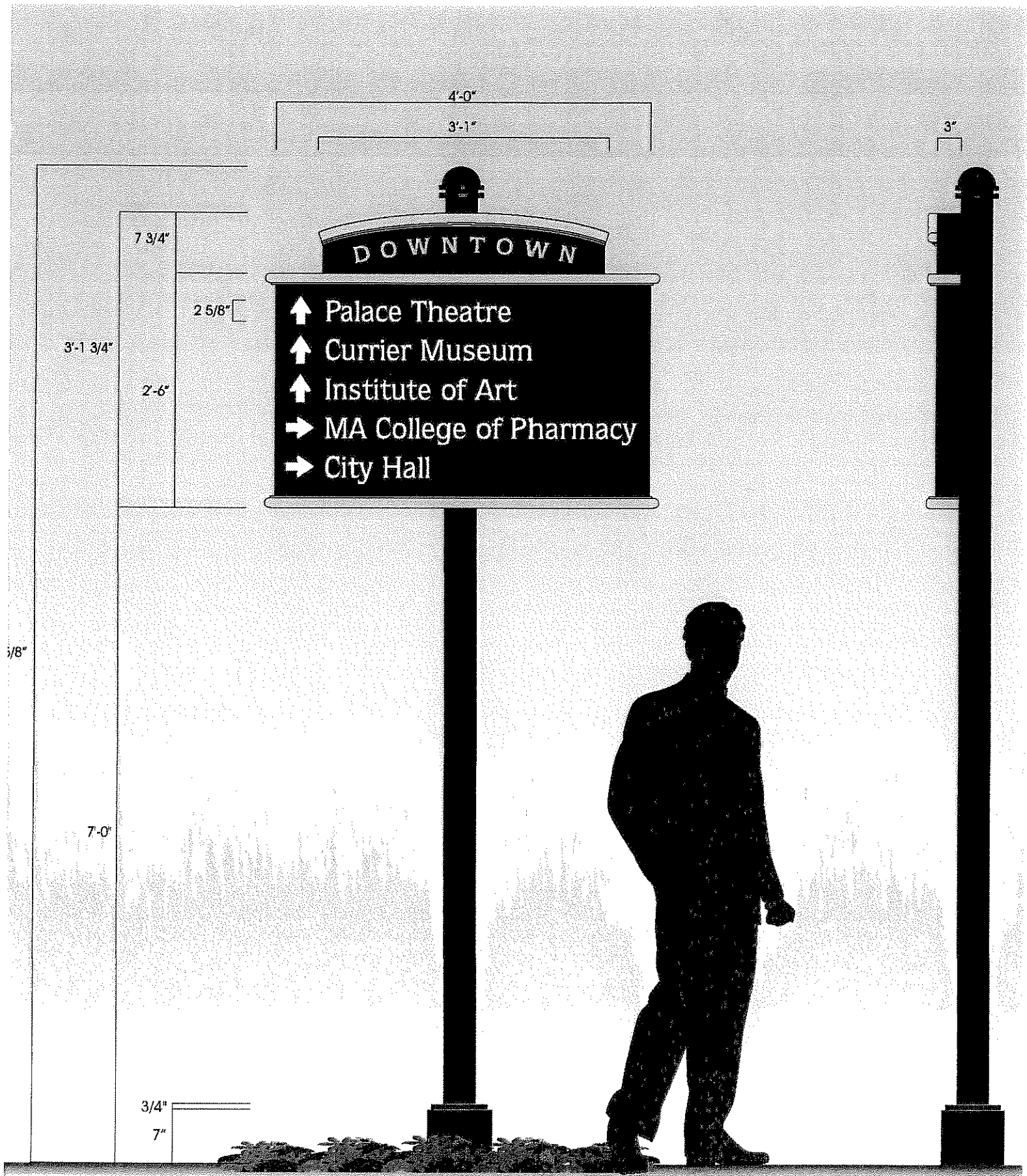
If you concur with the attached items, the staff is prepared to go out to bid for the Pilot Area in conjunction with the Highway Department and Traffic Division. It is expected that the Pilot Area will include much of the North Downtown signage as shown on the map, depending upon the prices from the bid process.

Our staff will be available to review this matter with you at your next meeting.

Sincerely,


Robert S. MacKenzie, AICP
Director of Planning and Community Development

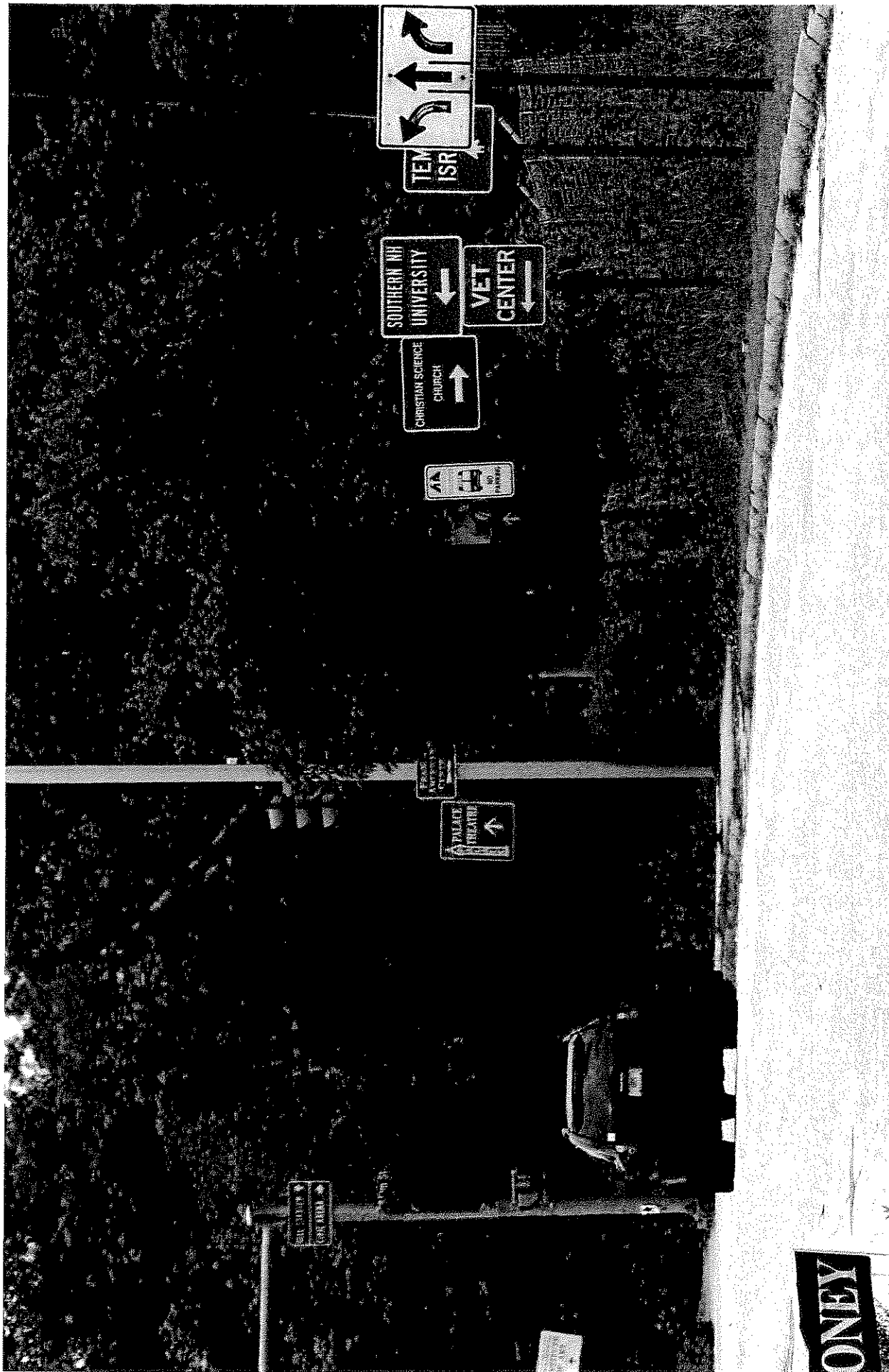
One City Hall Plaza, Manchester, New Hampshire 03101
Phone: (603) 624-6450 Fax: (603) 624-6529
E-mail: planning@ManchesterNH.gov
www.ManchesterNH.gov

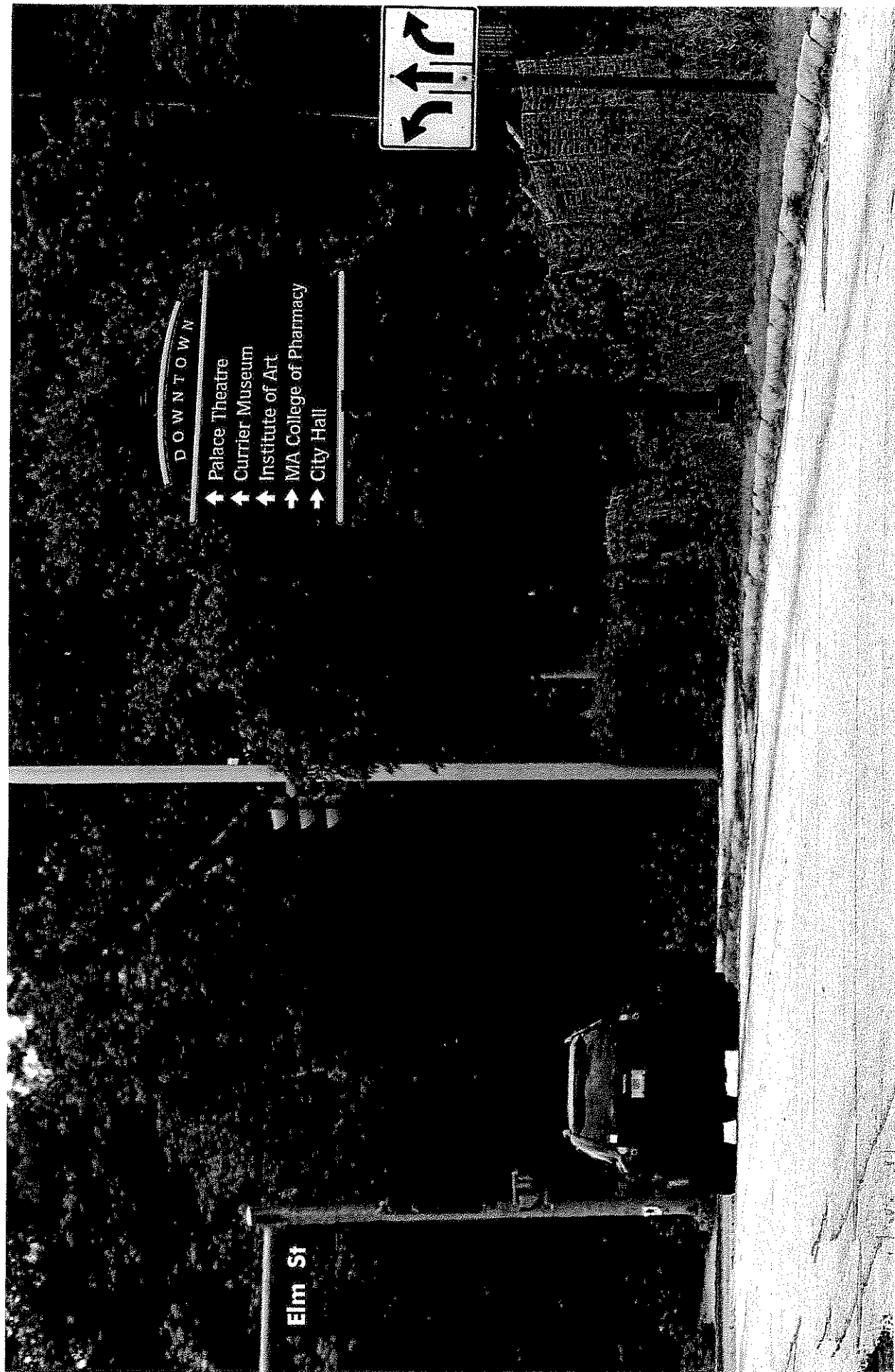


(A) LAYOUT - FRONT
SCALE: 3/4" = 1'-0"

(B) LAYOUT - SIDE
SCALE: 3/4" = 1'-0"

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Planning & Community Development
September 2007

Wayfinding System

City of Manchester, New Hampshire
May, 2006

As Manchester grows towards becoming a world class small City with new businesses and institutions, there is a risk that a proliferation of signs will destroy part of that appeal, as well as creating a distraction for road users. Therefore, the purpose of the Manchester Citywide Wayfinding signage program is to help visitors from outside of the local area to find facilities easily and safely.

Guiding Principals

- The system is intended for visitors and new residents.
- The system is not meant for advertising.
- First impression and perception play an active role in determining the best route.
- The best route may not be the shortest or quickest.
- Terminology must be kept short and easily understood by a visitor
- Departure routes must be equally as important as arrival routes.

Goals

- Create a consistent wayfinding and identify system across a range of sign and publication mediums.
- Create a wayfinding program that focuses on directing visitors to major parking garages and destinations.
- Improve wayfinding and visitor information on events in the city.
- Establish wayfinding links to pedestrian paths in the city.
- Reduce the amount of visual clutter and proliferation of signs that can be distracting and make it difficult to find locations.
- Provide a positive image of the City.
- Establish ongoing administration and maintenance of the system.

Process

The wayfinding system will be administered by the Traffic Department with consultation of the Planning & Community Development Department and the Public Safety and Traffic Committee, as may be required. The Department shall be responsible for the location and maintenance of the sign systems and for the determination of what destinations will be identified in the wayfinding signage. Selection of destinations will be based upon the Criteria identified below. The Department shall annually review destinations to determine if certain locations will be deleted or added based upon the same Criteria.

The Department shall be responsible for determining the maximum number of destinations located on a particular sign or at a particular intersection. Excessive destinations can become confusing and

counteract the goal of the system. The Department shall also be responsible for determining the most appropriate pathway or pathways for each destination. Directional signs not consistent with the Wayfinding System will be removed by the Department.

Sign Types

Citywide Destination Wayfinding Signage

- The focus of this system is encouraging visitors to park their cars – then find their destinations
- District gateway signs for entrance to the city and major business areas and cultural districts and neighborhoods.
- Direct directional signs that include information leading to parking garages and lots.
- Destination directional signs that direct visitors to cultural attractions, major government buildings, shopping districts and neighborhoods.
- Trailblazer directional signs.
- Arrival signs marking the entrance to parking facilities and major cultural institutions.
- Consistent, simple, city map for handout in parking facilities, kiosks and attractions.

Pedestrian Signage

- Pedestrian wayfinding map and signs.
- Pedestrian/bicycle trail signs.

Neighborhood Signage

- We must allow each neighborhood to show their own unique characteristics while creating a coherent streetscape for the whole city. Components include:
- Standards and initiative for unique neighborhood gateways. (future)
- Standards for neighborhood banners (future)
- Street sign program with neighborhood identity

Eligibility Criteria for Types of Destinations

The following criteria limit the number of destinations which can be in the Wayfinding System. The Traffic Departments annual review will follow these criteria. The System is not intended for commercial advertising or the location of businesses.

Allowable Destinations

- Airport: A commercial or public general aviation airport approved by the Federal Aviation Administration
- Arena: A stadium, sports complexes, auditorium or civic center. The hour requirements do not apply to this category.
- Courthouse and Municipal building: A building housing the primary offices or for the convening of official legal activities for the city, county, state or federal government.

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- College or university: An educational institutions that grants higher degrees and is fully accredited by the *New Hampshire Postsecondary Education Commission*
- Commercial concentration: A commercial district or commercial corridor containing more than 20 individual stores.
- Convention Center, Theaters, Arts Centers and Performing Arts centers: A facility for the performing arts, exhibits, conventions or concerts.
- District: A relatively large urban area with defined boundaries that share a common physical, ethnic, cultural or political character.
- Golf Course: A golf course open to the public that is at least 18 holes (non-par 3) and follows United States Golf Association regulations. The golf course must have an on-site Clubhouse.
- Hospital: An institution providing primary health services and medical or surgical care to person suffering from illness, disease, injury, etc. Must be open for emergency care 24 hours a day.
- Library: A building where books, manuscripts, historical documents, and other information are stored for public access.
- Museum, gallery: A Facility in which works of artistic, historical, or scientific value are cared for and exhibited to the public.
- Parking facilities: A structure or lot which provides a minimal of 50 spaces for parking.
- Railroad/Bus Stations: A passenger terminal utilized for discharging and picking up passengers and ticketing.
- Recreation Area, Forest or Wildlife Refuge: An area designated under federal, state or local jurisdiction made available to the public.
- Snow Ski Area: A facility with those recreational amenities normally present at snow ski facility (mechanical lifts, down hill skiing, tubing, snowboarding, etc). This is considered a seasonal attraction. Months of operational do not apply to this category.
- Visitor Information Center: A facility where the primary purpose of its operation is to provide information and tourist supportive services.

Signs will not normally be provided for the following:

1. Residential property
2. Individual commercial business
3. Social and sports clubs
4. Hotels/Bed and Breakfasts
5. Religious Institutions

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Visitation Requirements

For an attraction to be eligible for inclusion in the signing system, it must have a minimum annual visitation of 1,500. Pedestrian signs may have a lower criteria threshold.

General Eligibility Requirements

The following general criteria must be met by all attractions in order to be eligible for inclusion in the Wayfinding Signing System.

General: The attraction shall be open to all persons regardless of race, color, religion, ancestry, national origin, sex, age or handicap: comply with all federal, State and local regulations and statutes for public accommodations concerning health, sanitation and safety.

Admission Charge: If a general admission is charged, it shall be collected upon the entry and other charges shall be clearly displayed, at the place of entry as to be readily visible.

Minimum Annual Attendance: The establishment must be used by and attract a particularly large number of visitors who are unfamiliar with the area. The annual attendance requirement is 1,500. More than 50% of the total annual attendance must be from actual tourist traffic.

Road System: The location of the attraction shall not require motorists to perform any illegal movements or U-turns and the roads shall be capable of handling the anticipated traffic column and types of traffic. Motorists shall be able to readily return to the street or highway and proceed in the original directional of travel after visiting the attraction. This may result in the attraction being required to install signing to guide the motorist to their original directional of travel.

Hours of Operation: Attractions other than arenas, schools, colleges/universities, performing arts centers shall maintain regular hours and schedules and be open to the public for a minimum of 104 days a year. Attractions shall maintain regular hours and schedules and be open to the public without any prior booking at least two days each week, six hours per day, and a minimum of eight months of the year.

Destination Publicity: The establishment must show evidence of promotion to the tourist market, e.g. a publicity leaflet or advertising.

Other Signs: The Attraction shall have no illegal advertising sign along any of the roadways. In addition, no other type of previously approved destination signing will remain, within the right-of-way including previously approved signs. Attractions with sign violations of City, State and or Federal laws or regulations will not be authorized to participate in the Signing System.

On-premise Sign: The attraction shall have an on-premise sign that is readily visible.

Seasonality: Signs for seasonal attractions such as farmers markets or summer concert series may be displayed when warranted. A minimum of 3 consecutive months with an attraction each week must exist. Such signing shall state the days of operation for the seasonal attractions and the signs will only be erected during the time period of the seasonal attraction.

Sign Design: Wayfinding signs will be fabricated by the Traffic Department. The designs of the signs will be at the discretion of the Traffic Department following the principles of the MUTCD and

the Standard Highway Signs book. Generic or international symbol for the category of the attraction may be considered for the incorporation on the signs. In certain instances, it may be appropriate to include a standard logo of a destination such as the Manchester Airport.

Sign Installation: Signs will be installed by the Traffic Department. The installation location of the signs will be at the discretion of the Traffic Department following the principles of the IMUTCD.

Sign Maintenance: Signs will be installed and maintained by the Traffic Department.

Sign Placement: Signs for eligible attractions may be authorized to provide direction for motorists from the nearest major state highway(s) to the attraction. Signs will be placed on the most direct route to the attraction to best serve the motoring public.

Signage Location

Selection of Destinations and Zones to be shown at each decision point or intersection shall be the decision of the Traffic Department. Generally speaking signs for vehicular traffic must be limited to five or at most six locations while pedestrian signs can have up twice that amount. Factors to be considered in selection include:

1. Density of destinations in a particular Zone.
2. Best pathway to a particular Zone or Destination.
3. Relative size of and distance to various destinations.

To demonstrate how these factors work, we can look at two different intersections. The off-ramp from I293 to Granite Street will be a major gateway into the City. This location has a very high density of destinations within close proximity. Since it is not possible to place all of the destinations at this sign location, the signage will focus on Zones and generic categories. The six items shown might therefore include: Westside, Downtown, Millyard, Colleges, Arena and Baseball Stadium. Of these, the first three are Zones, the fourth (Colleges) is a generic category and only two are specific destinations. These two make it to the list because they are very large attractions and they are very close to the gateway.

The intersection of Mammoth Road and Bridge Street is another major gateway into the City from I-93. By comparison, however, it has a lower density of destinations in the immediate zone. Therefore, more specific destinations (at a greater distance away) can be included. Therefore, the six at this location might be: Downtown, McIntyre Ski Area, Veterans Hospital, Derryfield Park, the Currier and the Elliot Hospital.

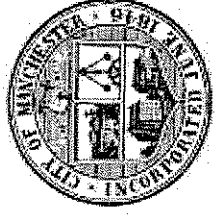
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Proposed Pilot Program In Vehicle Parking Meters

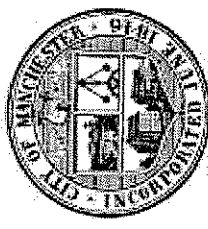
Committee on Public Safety,
Health and Traffic

October 2, 2007



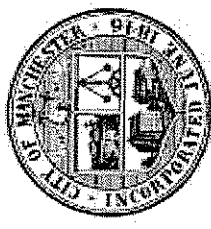
General Description

- Small, portable device
- Customer sets up account and preloads funds
- Customer parks in a metered space
- Device activated and placed on dashboard
- Customer does not pay meter
- PCOs refer to device for enforcement



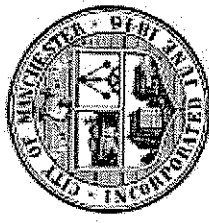
General Description

- Device programmed with rates, time zones
- When device activated, customer selects appropriate location or code
- PCOs:
 - Verify that correct location or code is used
 - Verify that time or money has not expired
 - Verify that vehicle has not overstayed time limit



Benefits to the City

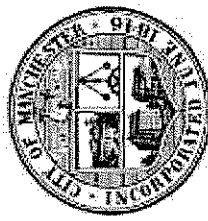
- Customer convenience
- Low cost vs. credit card processing
 - Credit card fees 22% of revenue
 - IVPM ranges from 0% to 20% depending upon vendor
- Compatible with other cities
 - Portsmouth considering using same technology following our results



Pilot Program Proposed

- Technologies and procedures are significantly different across vendors
- Vendors
 - eParkSystems
 - ParkMagic
 - MuniPay
 - Login Parking

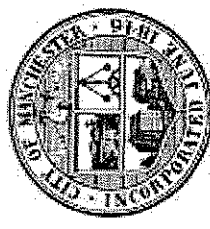
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Pilot Program Proposed

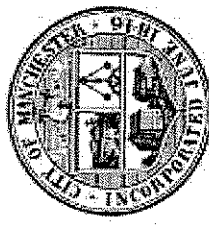
- Duration – 2 months
- Devices to test - 4
- Parkers per device - 50
- No cost to the City of Manchester

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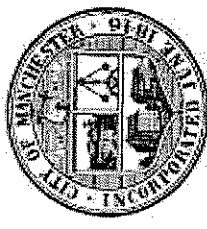
Pilot Program Proposed

- Pre- and post-test surveys will be given to:
 - Parkers
 - Parking division administration
 - PCOs
- Once results evaluated:
 - Decision made to implement or cancel
 - If implemented, best vendor selected



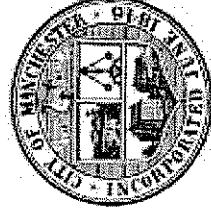
Participant Selection

- Parking Division will fill 25 places at its discretion
- Applications open to the public
- Parking Division will accept applications beginning 8am following the date of advertisement
- Places will be awarded on a first-come, first-serve basis until all places have been filled
- Accepted participants must meet outlined selection criteria



Participant Selection Criteria

- Participants must:
 - park at meters 3 or more times per week during enforcement hours
 - not have any past due parking violations
 - be willing to pay all parking and other fees associated with the program
 - be willing to pay all valid parking tickets



“Amending Chapter 70: Motor Vehicles And Traffic of the Code of Ordinances of the City of Manchester; 70.48 by adding a new section (E) to allow the Parking Division to move forward with an In Vehicle Parking Meter pilot program in accordance with the presentation approved by the Mayor and Board of Aldermen.”

I. Amend the Code of Ordinances by inserting new language as bolded (**bold**). All other sections of the above referenced ordinance will remain unchanged.

§ 70.48 DENOMINATION OF COIN TO BE DEPOSITED AND TIME ALLOTTED THEREFOR.

(E) In vehicle parking meter.

The other provisions of § 70.48 of this chapter notwithstanding, In Vehicle Parking Meters may be used in lieu of payment made directly to the parking meter. In Vehicle Parking Meters will be valid at any space in the city that requires payment of a parking meter. In Vehicle Parking Meters will only be valid when properly activated in accordance with the rate structure and time limit for the space in which the vehicle is parked and displayed on the curb side dashboard so that both the meter and the readout on its screen is clearly visible from the exterior of the vehicle.

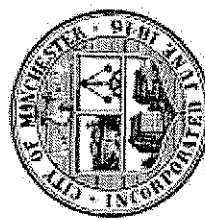
(Ord. passed 8-6-02; Am. Ord. passed 7-11-06; Am Ord. passed 12-5-06)

This ordinance shall take effect upon its passage and shall remain in effect for 120 days.

Mobile Parking Enforcement

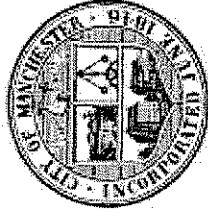
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October 2, 2007



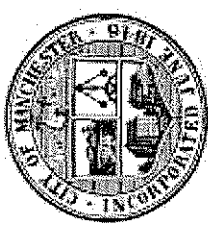
Description of Technology

- Existing or new vehicle
- Retrofit vehicle(s) with cameras, software
- System can be portable between vehicles
- Boot/abando/stolen list loaded into system
- “Hits” pop up on screen while driving
- Information downloaded into server



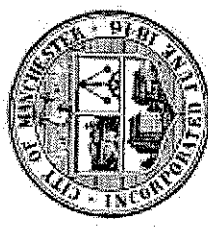
Applications

- Boot Candidates
 - License plate information loaded into system
 - Boots can be applied when system locates plate on list
 - 1,400 vehicles on boot list
 - Approximately \$280,000
 - Average boot hits for new system is 30-40 per day



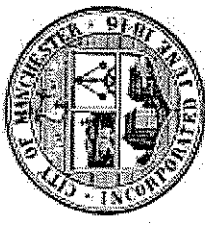
Applications

- Overtime Parking
 - Timed zones programmed into system
 - Pictures of plates, tires taken on each pass
 - Overtime violators are identified on next pass
 - System alerts driver to write ticket
 - Coverage area and frequency increased
- Currently covered by walking PCOs, who can't get back to areas fast enough



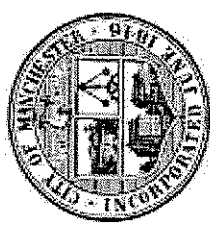
Applications

- Permit Parking
 - Lots and zones programmed into system
 - Permits are eliminated – license plate registration
 - Cancelled/stolen permits flagged for ticket
 - Permits in wrong area flagged for ticket
 - Currently no enforcement for cancelled/stolen permits available in the field.



Applications

- Abandoned Vehicles
 - System can be programmed with parameters
 - Vehicles in the same place for specified time frame flagged for red tag
 - Complaints with license plate numbers can be programmed into system
 - Alerts can be passed on to MPD for action



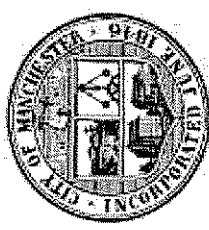
Applications

- Stolen Vehicles
 - Stolen plates and vehicle descriptions programmed into system
 - System alerts driver when a stolen vehicle is scanned
 - Alerts can be passed on to MPD for action



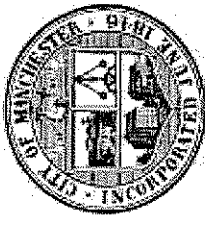
Applications

- Stolen Plates
 - Stolen plates and vehicle descriptions programmed into system
 - System alerts driver when a stolen plate is scanned
 - Alerts can be passed on to MPD for action



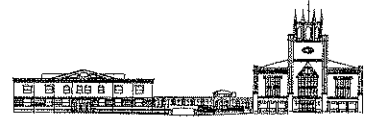
System Pricing

- Currently 2 vendors under consideration
 - Vendor 1 single system approximately \$55,000 up front
 - Vendor 2 single system \$0 up front – mgmt fees apply per boot, % of collections
 - Can be used by both MPD and mobile PCO
 - Estimated payback of \$55,000 is 9 months in revenues, less if efficiency of enforcement and closure of stolen vehicle reports is taken into consideration



CITY OF MANCHESTER

PARKING DIVISION



Brandy Stanley
Parking Manager
bstanley@manchesternh.gov

September 24, 2007

Mr. Ed Osborne, Chairman
Committee on Public Safety, Health and Traffic
One City Hall Plaza
Manchester, NH 03101

Re: SCORE Parking Decals and Verizon Staff Parking

Dear Chairman Osborne:

I have had two requests from the above reference parties requiring discussion and/or approval from the Board of Mayor and Aldermen. In neither case do I believe that I have the appropriate authority to grant the requests, and would appreciate direction at the committee's pleasure.

SCORE Parking Decals

I have had some conversations with a representative with the SCORE office in the Norris Cotton Federal Building. They currently purchase parking permits in the Pine Lot, however they do have a number of volunteer staff that come to the office infrequently. The office has purchased permits for these staff members, however they do not distribute them on a permanent basis to each person. The department has many volunteers, and the permits designated for volunteers are passed out on a daily basis to the volunteers that are in the office that day.

In order to make this work, the volunteers are currently parking in the lot, walking around the building to the Chestnut Street entrance, going through security (bag check, metal detector, etc.), reporting to the SCORE office, getting their permit, walking back down to their vehicles, putting the permit inside and repeating the process of walking around the building and through security.

The office has requested that the city issue dashboard passes (copy attached) to all of their volunteers to display in their vehicles in lieu of the authorized parking permit. This will allow their volunteers to bypass the above outlined procedure.

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Enforcement staff would be able to control this process by knowing how many permits are issued to the SCORE office for volunteers and ensuring during their rounds through the lot that no more than the authorized number of vehicles displaying this pass are parked in the lot at one time. Any vehicles parked in the lot in excess of the authorized number will be given a violation, and the program will be cancelled by the parking division.

Verizon Staff Parking

I have also had a request from the Verizon Wireless Arena to provide additional street parking for their staff members free of charge during the upcoming circus event from October 10th through the 20th. Please note that this courtesy has been extended to the arena in years past, however as stated above, I do not believe that I have the authority to grant this request without direction from the BMA.

This request stems from the need to provide additional staff parking while the arena's onsite staff parking lot is in use by the large number of trailers needed to house the animals and the sets, and is the only event of its type throughout the year.

Thank you for your consideration of the above requests, and please do not hesitate to contact me should you have any questions or requests for additional information.

Thank you,

Brandy Stanley
Parking Manager
City of Manchester

CC: Alderman O'Neil
Alderman Shea
Alderman Roy
Alderman Long

7c



**PARKING
DIVISION**

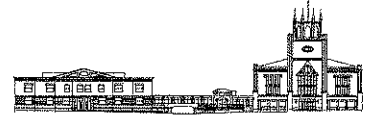
PARKING PERMIT
Pine Lot Only

CITY OF MANCHESTER

70

CITY OF MANCHESTER

PARKING DIVISION



Brandy Stanley
Parking Manager
bstanley@manchesternh.gov

September 24, 2007

**Mr. Ed Osborne, Chairman
Committee on Public Safety, Health and Traffic
One City Hall Plaza
Manchester, NH 03101**

Re: Request for Clarification of Responsibility

Dear Chairman Osborne:

We have had several situations occur over the course of the last year that we have been unable to resolve regarding where the Parking Division's duties stop and the Highway Department's duties begin. Both departments are asking for the Board of Mayor and Aldermen's direction regarding parking issues outside the downtown core where the Parking Enterprise primarily operates.

Parking Facility Maintenance

The ordinance passed by the Aldermen on June 12, 2006 (attached) does not appear to specifically address whether or not the Parking Division is responsible for maintenance, either financially or operationally, on parking facilities that do not produce revenue for the city. There are two parking facilities that fall into this category: 1) The Rines Center garage 2) The Central High School garage. In the past, the Traffic Department used CIP funds to address maintenance issues at the Rines Center and was also responsible for snow plowing and other items. All parking facilities owned by the city are covered under the city's contract with Hoyle, Tanner and Associates for structural maintenance and engineering recommendations.

While the Parking Division and the Highway Department both agree that all parties need to work together to make sure the city's assets are maintained and serviced, we would like some input on where financial responsibility and ultimate responsibility for decisions made with regards to maintenance should lie.

7D

Both divisions would like to suggest that all parking facilities should continue to be covered by the Parking Division with oversight of the Highway Department. Funds for the maintenance of revenue generating garages should come from the enterprise, but it should be clearly understood that funds for the maintenance of the Rines Center garage shall not be from revenue, but from the CIP program, and funds for the Central High School Garage shall be from the School District. All garages will be covered under the structural engineering contract with HTA, with the costs of any major project charged accordingly. However, funds from the general structural review of all the garages will be paid for from garage revenue funds as it may be to cumbersome to divide these costs.

Ordinance and Parking Changes for City Streets Outside the Downtown Core

There also appears to be some overlap between the Parking Division and the Traffic Division with regard to streets outside the downtown core. Letter E) of the attached ordinance states "Manage and operate all on street parking within the City of Manchester." In practice, literal interpretation of this section of the ordinance would remove all responsibility for on street parking ordinances from the Traffic Division, which is a portion of the duties that division handles. Most requests for parking ordinance changes go to the Traffic Division with the exception of the downtown core, however there have been several situations thus far where the Parking Division has been asked to look at parking reconfigurations outside of its normal area of operation.

While the Parking Division is certainly willing to offer its input into difficult parking situations city-wide, handling parking issues and projects outside the downtown allocates valuable resources to parking issues that do not directly involve the management of the Parking Enterprise. We would like to suggest that all parking issues outside the downtown core be referred to the Traffic Division, with the caveat that both divisions will continue to share resources as each situation warrants.

The Highway Department, the Traffic Division and the Parking Division have successfully shared resources and worked together to make operations go smoothly, however these items have raised a number of operational and financial questions that need clarification, and we look forward to your direction.

Thank you,

Brandy Stanley
Parking Manager
City of Manchester

7D

**CC: Mayor Frank Guinta
Alderman O'Neil
Alderman Shea
Alderman Roy
Alderman Long
Frank Thomas
Jay Minkarah
Kevin Sheppard
James Hoben
Tom Arnold**

RE: Winter Parking in Manchester

September 21, 2007

Dear Mr. Osbourne,

This letter is in regards to Winter Parking Regulations in the City of Manchester. It is a proposal to change the current regulations for areas that are not downtown or located next to a school.

Current Winter Parking Regulations:

Opposite Side of the Street Parking from 12:00 am – 6:00 am

The current Winter Parking Regulations hurts inner city Residents, for the following reasons:

1. Lack of Parking for Working inner-city residents
 - a. Winter Parking Regulations cut available spaces in half from the hours of 12:00 am – 6:00 am, the hours when a majority of residents are home.
2. Safety of Residence –
 - a. Winter Parking Regulations are in effect when darkness falls earlier.
 - b. When residents return from work, they are forced to park further away from their homes, making walks through dark neighborhoods.

Proposed Winter Parking Regulations:

1. Opposite Side of the Street Parking from 9:00 am – 3:00 pm: Changing the hours to coincide with hours when a majority of residents are at work.
2. Saturday – Sunday (Parking allowed on both sides of street)

By making these changes the residents would be able to park and be able to do so safely.

I currently live/own a two-family home at 375 Lake Avenue, between Lincoln and Wilson Street. This block is most notorious for being the spot where Officer Briggs was killed in the fall of 2006. This area and other spots in Manchester have been questioned for their safety, by residents, newspapers, city leaders and police.

A revised Winter Parking Regulation can help these safety issues.

For example:

My current tenants are a young couple (approximately 28 years old). During non Winter Parking months, they (and all residents) can park within a few spots of the entrance to the house.

The Winter Parking Regulations change the parking dramatically. It's not unusual to park 4-5 blocks from the apartment. This past winter, the young lady tenant returned from work, parked and began her walk home, when a van pulled up along side of her. She feared for her safety, returned to her car and parked illegally (on the wrong side of the street in front of our house) for the night. (She did not receive a ticket).

Thank you for your time in this matter.

Sincerely,

Luke Gutelius

Luke Gutelius
375 Lake Avenue
Apartment 2
Manchester, NH 03103
Phone: 603.623.6268

9



National
Multiple Sclerosis
Society
Central
New England
Chapter

September 13, 2007

City of Manchester Traffic Division
Alderman Osborne
One City Hall Plaza
Manchester, NH 03103

Dear Alderman Osborne,

On behalf of the National Multiple Sclerosis Society, Central New England Chapter, I would like to extend our deep gratitude for the continuous support Manchester has shown throughout the years for the annual MS Walk.

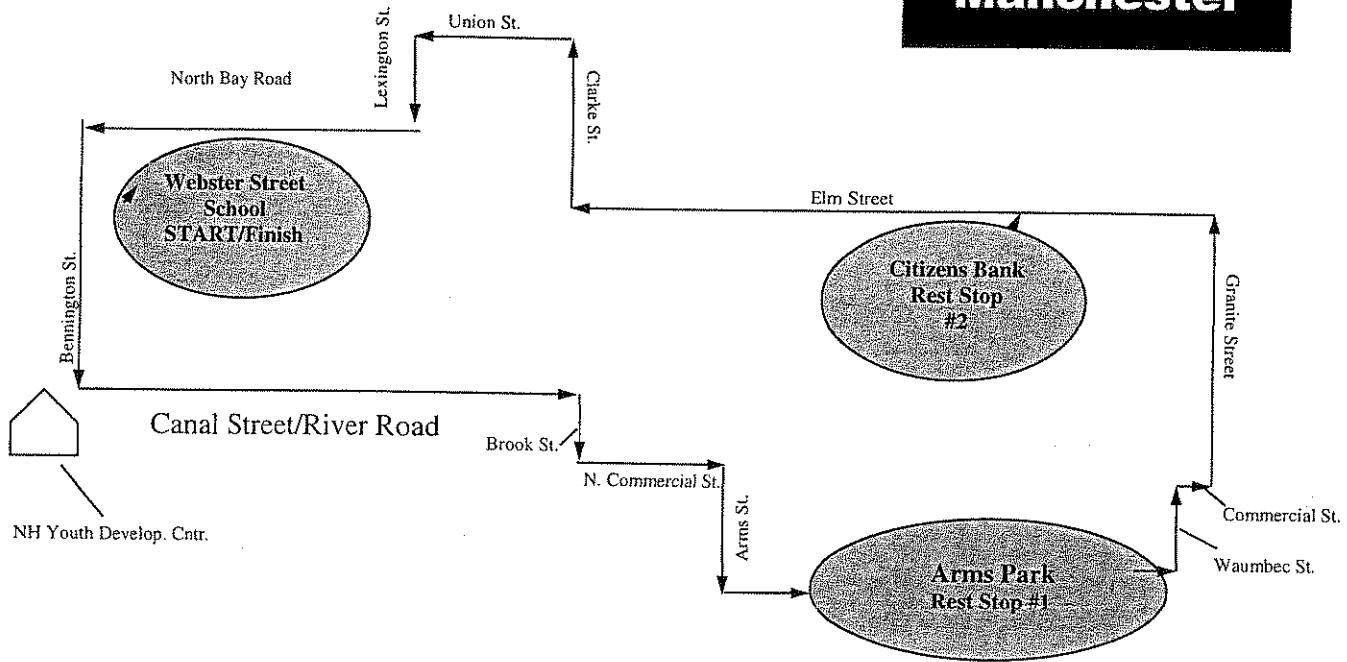
As fall approaches, we have begun planning for the 2008 MS Walk. This year's date is set for Sunday, April 20th from noon to 4:00pm. I would like to request permission to host a rest stop at Arms Park for the Walk on this day. I would also like to request that we have the use of Arms Park from 9:00am to 6:00pm to ensure time for set up and clean up. 400 participants are expected to take part in this annual event. The Walk is 5 miles, with the Start and Finish being held at the Webster Elementary School. We will be using the same route as last year, which I have enclosed. Also, a certificate of liability insurance will be provided upon approval of this request.

I thank you in advance for your support and look forward to speaking with you. You can reach me at 603.623.3502 with any questions or concerns.

Sincerely,

Heidi R. Roy
NH Development Coordinator

Manchester



MS LifeLines ms walk

Sunday, May 6, 2007

Start/Finish: Webster Elementary School

Left on Bennington Street
Left on River Road—Follow to Canal Street
Right on Brook Street
Left on N. Commercial Street
Right on Arms Street

Checkpoint #1 –Arms Park (parking lot)

Left on Waumbec Street
Right on Commercial Street
Left on Granite Street
Left on Elm Street
(Walk through downtown Manchester)

Checkpoint #2—Citizens Bank (parking lot)

Left out of Rest Stop on Elm Street
Right on Clarke Street
Left on Union Street
Left on Lexington Street
Right on North Bay Road
Left on Bennington Street
Left into Webster Elementary School

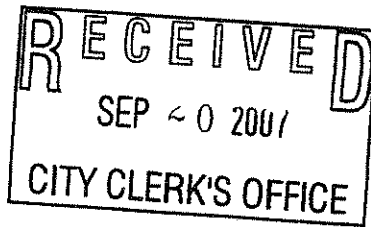
Sponsors

MS LifeLines

PRO CON 
INCORPORATED
Design and Construction Management

9
WMUR-TV
NEW HAMPSHIRE

MANCHESTER ROUTE
Sunday, May 6, 2007



September 6, 2007

Matthew Normand
City Clerk's Office
One City Hall Plaza
Manchester, NH 03101

Dear Mr. Normand,

On October 14, 2007, the American Cancer Society's Making Strides Against Breast Cancer event will be held in Manchester, and in seven other locations in New Hampshire. The Manchester event will begin at the Brady Sullivan Tower, 1750 Elm Street. Making Strides Against Breast Cancer is a 3-5 mile walk that focuses on the issues that women and their families face when diagnosed with breast cancer.

The Manchester event is in its fifteenth year and it continues to grow. In 2006, nearly 3000 area residents participated in the event raising over \$291,000. We are anticipating an even higher turnout this year.

I have noticed at some of the intersections on Elm Street there are green shamrocks painted. In hopes to raise awareness of breast cancer, I am hoping that it will be possible to have pink ribbons painted on some of the intersections that our participants will be walking through or a pink line painted in the middle of the road along our route. I have enclosed a copy of our route.

I would like to be able to speak with you more about this and look forward to hearing your thoughts. Please contact me at your earliest convenience at 603-471-4113.

Thank you for your time and your consideration.

Sincerely,

Brigit M. Ryan
Community Executive, Development
American Cancer Society
2 Commerce Drive, Suite 110, Bedford, NH 03110
603-471-4113
brigit.ryan@cancer.org

New England Division

Two Commerce Drive, Suite 110, Bedford, NH 03110-6803

t) 603.472.8899 / 1.800.640.7101 f) 603.472.7093 tty) 866.228.4327 Cancer Information 1.800.ACS.2345 www.cancer.org

American Cancer Society Making Strides Against Breast Cancer Manchester 2007 Route

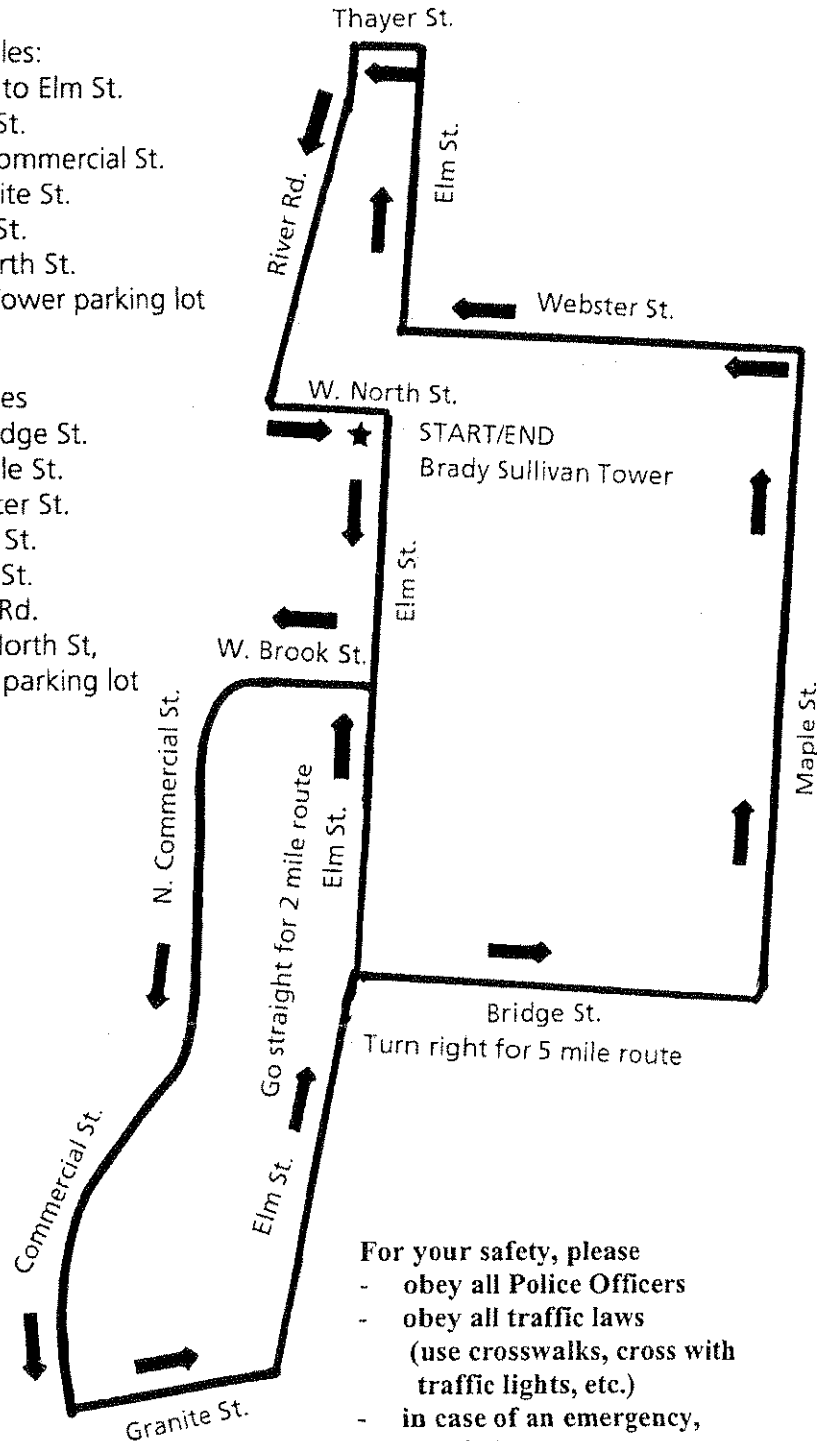
Both routes begin and end at the parking lot of the Brady-Sullivan Tower at 1750 Elm Street.

Short Route – approximately 3 miles:

- Right onto West North St. to Elm St.
- Right on Elm St. to Brook St.
- Right on Brook St. to N. Commercial St.
- N. Commercial St. to Granite St.
- Left on Granite St. to Elm St.
- Left onto Elm St. to W. North St.
- Left on W. North St. into Tower parking lot

Long Route – approximately 5 miles

- Follow short route until Bridge St.
- Right on Bridge St. to Maple St.
- Left on Maple St. to Webster St.
- Left on Webster St. to Elm St.
- Right on Elm St. to Thayer St.
- Left on Thayer St. to River Rd.
- Left on River Rd. to West North St.
- Left on North St. to Tower parking lot



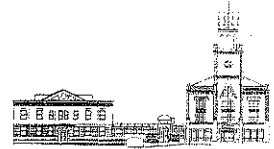
For your safety, please

- obey all Police Officers
- obey all traffic laws
(use crosswalks, cross with traffic lights, etc.)
- in case of an emergency,
call 911



CITY OF MANCHESTER

Board of Aldermen



IN BOARD OF MAYOR & ALDERMEN

DATE: November 28, 2006

ON MOTION OF ALD. Shea

MEMORANDUM

SECONDED BY ALD. Pinard

refer to the Committee on
VOTED TO Public Safety and Traffic.

John P. Bernier
CITY CLERK

To: Board of Mayor and Aldermen

From: Alderman Shea *M.P.S.*

Date: November 28, 2006

Re: Establishment of a Manchester Crime Prevention Committee

My purpose in proposing the establishment of such a committee would be to examine the causes for increases in serious crimes in Manchester and I am recommending that members of the committee include the following:

- a) Manchester Police Chief (Chairman);
- b) a representative of the NH State Police;
- c) a representative of the Sheriff's Department;
- d) a representative of the Manchester Police Commission;
- e) a representative of the DEA (research purposes);
- f) a representative of the FBI (research purposes);
- g) Chairman of the Board of Aldermen;
- h) a representative of the Office of Youth Services;
- i) a representative of the Mayor's office; and
- j) utilization of local colleges for research purposes.

The committee would be in conjunction with the Mayor's action plan for neighborhood improvements and predicated upon the Manchester Refugee Resettlement Advisory Committee report submitted in May 2006.

Upon conclusion a report would be submitted to the Board of Mayor and Aldermen for their review no later than March 2007.

LeBlond-Kang, Paula

From: Hoben, James
Sent: Thursday, March 29, 2007 10:42 AM
To: LeBlond-Kang, Paula
Subject: FW: Contact The City Of Manchester NH Online

Please place on next Traffic agenda.

-----Original Message-----

From: Boutilier, Denise
Sent: Thursday, March 29, 2007 10:33 AM
To: Hoben, James
Subject: FW: Contact The City Of Manchester NH Online

-----Original Message-----

From: webmaster
Sent: Thursday, March 29, 2007 10:30 AM
To: Boutilier, Denise
Subject: FW: Contact The City Of Manchester NH Online

Denise,
 Is this an email your department can address?
 Rick

-----Original Message-----

From: drakoulakosj@nashua.edu [mailto:drakoulakosj@nashua.edu]
Sent: Thursday, March 29, 2007 9:49 AM
To: webmaster
Subject: Contact The City Of Manchester NH Online

Name: Jennifer Drakoulakos

Address: 59 A St

City: Manchester

State: New Hampshire

Zip: 03102

Email: drakoulakosj@nashua.edu

Message: I'm not sure who would take care of this, but we are having a parking problem on A St. The VNA Childcare is located at the end of our street. They do not provide parking for their employees. So, they take up all the available parking on A St. This is causing a problem. We have limited parking as it is. A No Parking/Loading Zone was thankfully created across from my house or I wouldn't be able to get in or out of my driveway. We have a multi-handicapped child in a wheelchair. My next door neighbor has a no parking area in front of their driveway or they wouldn't be able to get in or out of their driveway. We can only park on one side of the street. Maybe our street could be made into sticker parking only & enforced. Also, the parents drive so fast down our street. We have at least 15-20 kids out playing & someone's going to get hurt or killed. Can't speed bumps be placed so we can protect our kids at play?

Now we have a CVS being built across the street which is going to cause even greater traffic flow for our area which also doesn't have sidewalks for safety.

Thank you for your time in reading this.

Jennifer Drakoulakos

59 A St

Manchester, NH 03102

(603) 647-4064



John A. Jaskolka
Chief

City of Manchester Police Department

Ralph Miller Public Safety Center
351 Chestnut Street
Manchester, New Hampshire 03101-2294
(603) 668-8711 Business Phone
(603) 668-8941 Main Fax
(603) 628-6137 Administrative Offices Fax

Commission

Calvin T. Cramer
John J. Tenn
Nory Marquez
Thomas D. Noonan
Thomas J. Hammond

Deputy Chiefs

Glenn S. Leidemer
Gary T. Simmons
Marc P. Lussier

Executive Secretary

Kim Demers

June 8, 2007

To : Traffic and Public Safety Committee
Attn : Alderman Roy
From : Deputy Chief Marc P Lussier
Re : Tasers and priorities

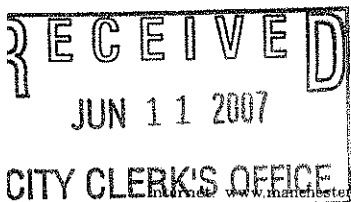
Sirs,

At the May 15, 2007 Traffic and Public Safety Committee meeting, Alderman Roy asked for a report on Tasers. I had hoped to respond to this request at the most recent meeting on June 5, however time was against me and prevailed, so I would like to take this opportunity to brief you on the Taser issue.

Police Officers have many tools at their disposal to address a variety of issues. As they progress through the force continuum, available options may include their mere presence, verbal commands, empty handed techniques, OC spray, the expandable baton, and if the circumstances dictate, their firearm. In recent years the Taser has been identified as another useful tool for many officers throughout the country. As was the case when OC became popular, some of these new tools do not come without controversy. This was case with the Taser, and for this reason, as well as for financial reasons, the Manchester Police Department chose not to add the Taser to our issued equipment list.

The Taser is now a widely used tool by law enforcement professional across the country. Recently Officers Boudreau and Gilcreast of the Manchester Police Department attended training on Tasers to become Instructors. After that training they were tasked with developing a presentation for the Chief and Deputies identifying all issues regarding the Taser. The purpose of this presentation was simply to update the Administration on the Taser so we could determine whether or not the Manchester Police Department was interested in exploring the Taser as a possible addition to the list of tools we make available to our officers.

The Chief and Deputies feel that the Taser is in fact a valuable tool for our officers, however at this time it is not within our budget, and is not at the top of our priorities list. As you will see from the attached, the initial cost of bringing Tasers to the Manchester Police Department is over \$325,000, with an approximate \$38,000 yearly cost thereafter.



A NATIONALLY ACCREDITED LAW ENFORCEMENT AGENCY



14

In regards to the inquiry about our priorities, it is much more important to us to identify funding to replace our portable radios. Approximately 10 years ago the Manchester Police Department purchased new portable radios. The average life expectancy of these radios is 5-7 years. Today, as problems with the radios increase, we need to initiate a replacement plan. We currently have approximately 260 radios and it cost just shy of \$3,300 to outfit an officer with a new radio (holder, microphone, charger, etc). With our most recent request to CIP we asked for \$175,000 to begin replacing our radios in increments; approximately 50 radios in the first cycle. That request was denied.

Police radios were at the top of our list in our request to CIP. There was also a request for \$50,000 for an off site evidence storage area and \$300,000 for a study to explore a building expansion. The Weed and Seed Program, which is not just a Police Department project, but rather a city wide initiative, also requested \$175,000.

I hope this answers your questions. If you have further questions, or would like to discuss this further, please don't hesitate to call.

Respectfully Submitted,



Marc P. Lussier
Deputy Chief of Police

Taser Costs:

X26 - \$810 ea

Battery \$30 ea.

4 yr warranty \$175 ea

Cartridge \$20 ea.

Holster \$70 ea.

Cost to outfit and officer - \$1,105

235 units	\$190,350
235 batteries	\$7,050
235 warranties	\$41,125
470 cartridges	\$9,400
Training OT	\$64,800
225 holsters	<u>\$15,750</u>
Total	\$328,475

Annual costs:

Batteries	\$7,050
Cartridges	\$9,400
Re-cert OT	<u>\$21,600</u>
Total	\$38,050

9-407 Tabled



**City of Manchester
Office of the City Solicitor**

One City Hall Plaza
Manchester, New Hampshire 03101
(603) 624-6523 Fax (603) 624-6528
TTY: 1-800-735-2964
Email: solicitor@ManchesterNH.gov

Thomas R. Clark
City Solicitor

Thomas I. Arnold, III
Deputy City Solicitor

Daniel D. Muller, Jr.
~~Michael A. Battaglia~~
Gregory T. Muller
~~Michael A. Beausoleil~~

August 29, 2007

Committee on Public Safety
c/o City Clerk
One City Hall Plaza
Manchester, NH 03101

Re: **Draft Ordinance**

Dear Committee Members:

As requested by Alderman Roy at the last Board of Mayor and Aldermen meeting, I am enclosing a draft of an ordinance relating to restrictions on registered sex offenders for discussion before the committee.

Very truly yours,

Thomas R. Clark
City Solicitor

TRC/hr
Enclosure

cc: Ald. Mark Roy

DRAFT

Restrictions on Registered Sex Offenders

A. Definitions.

1. Registered Sex Offenders shall mean any person who has been convicted of a crime and is required to register pursuant to the provisions of RSA Chapter 651-B.
2. School shall mean any public or private educational facility that provides services to children from preschool grades through grade 12.
3. Day Care Center shall mean a duly licensed facility that provides care to children up to age ____.
4. Park or Playground shall mean any park, playground, beach, recreation center, or any other area in the city, owned or used by the city, and devoted to active or passive recreation.
5. Premises shall mean the building structure or cartilage surrounding the building, playground area or playing fields, or courts.
6. Radius shall mean the distance measured from the outer property lines.

B. Restrictions.

1. Any person who is a registered sex offender shall not reside within a _____ foot radius of the property line of a school, day care center, park, playground or a library.
2. Any person who is a registered sex offender is prohibited from entering upon the premises of a school or day care center unless specifically authorized by the school administration or day care owner.

C. Exceptions; This section shall not apply to the following:

1. Any person who is incarcerated at a state or county correctional facility or a juvenile facility, or who is involuntarily committed to any such facility.
2. Any person who has established a residence prior to the effective date of this ordinance.
3. Any person who is a minor or ward under guardianship.

D. Penalties.

1. Any person found in violation of the provisions of this ordinance shall be subject to a fine of not less than \$_____ for the first offense, and a fine of not less than \$_____ for any subsequent offense.

IN BOARD OF MAYOR & ALDERMEN

DATE: August 7, 2007

ON MOTION OF ALD. Osborne

SECONDED BY ALD. Duval

refer to the Cmte. on
VOTED TO Public Safety, Health and
Traffic.


CITY CLERK

August 1, 2007

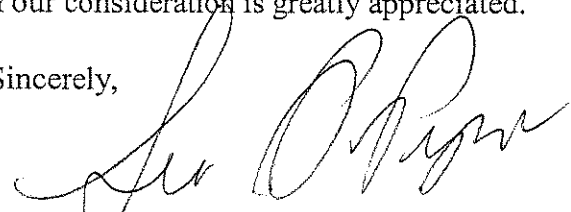
Board of Mayor and Aldermen
1 City Hall Plaza
Manchester, NH 03101

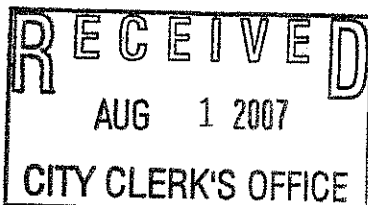
Dear Board of Mayor and Aldermen,

Several cities and towns have adopted this ordinance and I think it's about time as one police chief said if it saves one child the ordinance is worth it.

Your consideration is greatly appreciated.

Sincerely,


Leo Pepino



Sex-offender law has penalties for landlords

◆ **In Boscawen:** Measure passed with no members of the public attending.

BOSCAWEN (AP) — A debate is developing over how the town approved restrictions on where sex offenders can live.

The ordinance went into effect after a public hearing on July 2 that was attended by no members of the general public.

Town officials posted notice of the hearing beforehand, but said they did not publicize passage of the new ordinance until they notified affected residents. It prohibits sex offenders from living near places where children gather, including schools, playgrounds, child care centers, churches and libraries.

"We don't feel we've done anything against what the pulse of the town would be," said selectmen Chairman Ed Maloof.

Unlike restrictions in other towns, Boscawen's ordinance would fine landlords or Realtors who lease or sell living spaces to sex offenders, Interim Police Chief Sean Sweeney said.

According to the minutes, one resident — who is the town's

planning and zoning secretary — attended the hearing, along with the three selectmen, the police chief, the town administrator and the secretary.

Franklin, Tilton and Northfield passed similar ordinances this spring. Sweeney said he was concerned that sex offenders whose housing options were limited in those towns might have moved to Boscawen instead.

Claire Ebel, director of the New Hampshire Civil Liberties Union, said the hearing should have been widely publicized beforehand. She

said she was concerned residents did not have a chance to provide adequate comment at the hearing, which was two days before the July 4 holiday, when many people were on vacation.

Ebel said the new restrictions virtually exclude convicted sex offenders from each town that has passed such a regulation. Sweeney said it's possible

Boscawen's ordinance will cause sex offenders to look elsewhere to live.

Such rules were controversial in Sanbornton, where officials decided last week to table a similar town proposal after residents called selectmen to object.

New Hampshire's right-to-know law requires town officials to inform residents of public hearings by posting a notice in a public place, but Ebel said town officials should have gone a step further.

Landlords and motel owners received letters last week with copies

of the new ordinance, and Sweeney said he visited several other rental properties and boardinghouses to make sure people know about the change.

"I'd much rather (pass the ordinance) and hear the negative (feedback) than have to hear from someone coming in who was the victim of a heinous crime," Sweeney said.

Unlike restrictions in other towns, Boscawen's ordinance would fine landlords or Realtors who lease or sell living spaces to sex offenders.

DOVER CODE
OFFENSES
CHAPTER 131

- 131-1. Loitering and obstruction.
- 131-2. Benches.
- 131-3. Prohibited weapons.
- 131-3.1. Safe Storage of Firearms.
- 131-4. Fishing in restricted areas.
- 131-5. Identification of certain workers.
- 131-6. Consumption and possession of alcoholic beverages.
- 131-7. Park hours.
- 131-8. Consumption, sale and dispensing of alcoholic beverages in city-owned buildings.
- 131-9. Motor vehicles on school property and park grounds.
- 131-10. Private property rights.
- 131-11. Public peace.
- 131-12. Interference with law enforcement officers.
- 131-13. Keeping controlled drugs.
- 131-13.1 Fireworks.
- 131-13.2 Operation of boats and vehicles on Willand Pond restricted.
- 131-14. Violations and penalties.
- 131-15. Sale of rolling papers to minors.
- 131-16. School Truancy.
- 131-17. Facilitation of a Drug of Underage Alcohol Party.
- 131-18. Use of tobacco products in Henry Law Skate Park
- 131-19. Use of tobacco products on the grounds of the McConnell Center
- 131-20. Registered Sex Offender Restrictions

[HISTORY: Adopted by the City Council of the City of Dover 10-28-81 as Ord. No. 7-81.
Amendments noted where applicable.]

OFFENSES

131-20

131-20

131-20. Registered Sex Offender Restrictions. [Added 10-19-05 by Ord. No. 18-2005]

A. Definitions.

1. Registered Sex Offender – This Chapter shall only apply to offenders who have been convicted of the crime against a person under the age of 18 and as a result, is required to register for life pursuant to RSA 651-B:6 I. [Amended 01-17-2007 by Ord. No. 15-2006]
2. School/Day Care – Any public or private educational facility that provides services to children in grades K-12, or licensed day care facility that is clearly marked.
3. Premises – Shall mean the building structure or curtilage surrounding the building, playground area or playing field, or courts.
4. Radius – Distance shall be measured from the outer property lines.

B. Restrictions

1. Any person who is a convicted sex offender involving a minor, and is required to register for life, shall not reside within a 2500 foot radius of the property line of a school or day care center.
2. Any person who is a convicted sex offender involving a minor, and is required to register for life, is prohibited from entering upon the premises of a school or day care center, unless specifically authorized by the school administration or day care center owner.

C. Exceptions.

A registered sex offender residing within 2500 feet of a school or day care is not in violation if the residency was established prior to the date of passage.

D. Penalties

Any person violating the provisions of this Chapter shall be subject to a fine of not less than \$500 for the first offense, and \$1000 for any subsequent offense.

131-12

15

New England News

NEWS

Statistics: most sex offenders know victims

CONCORD, N.H. -- New Hampshire authorities say recent ordinances to prohibit sex offenders from living near schools and parks probably won't stop most assaults against children.

Boscawen, Franklin, Tilton and Northfield have recently adopted ordinances prohibiting sex offenders from living near gathering places for children. Dover adopted regulations two years ago.

But authorities say most sex offenders know their victims.

Authorities note that of the 19 people indicted in Merrimack County for sexually assaulting a juvenile in the last year, all knew the victim. The child was a relative, lived nearby or was the friend of the family. None is charged with assaulting a child met at a school, park or library.

"We have rapists that jump out of the bushes, but that is rare," said Allenstown Police Chief Shaun Mulholland. "The vast majority of offenses are committed on people (offenders) know. I don't think this is the solution to the problem. I don't see any redeeming value in this."

But Tilton police Capt. Owen Wellington disagrees.

"It's an ounce of prevention toward people's awareness and their ability to feel safe in their community," he said.

Boscawen's interim Police Chief Sean Sweeney sees even more value in the ordinance.

"If only one child is protected from this ordinance, then the ordinance has served its purpose," he said.

Claire Ebel of the New Hampshire Civil Liberties Union said a group of lawyers is studying the ordinances. She said they are particularly concerned with the Boscawen ordinance because it not only places housing restrictions on sex offenders but also on where in town the person can go. The person must receive advance permission to go to the library, she noted.

"This is just a preposterous, ostrich-like approach to what is a very complex societal issue," she said.

Rather than make pariahs out of the offenders, parents could better protect children by having frank discussions with them about inappropriate touching, she said.

Some also fear the ordinances will give parents a false sense of security.

"What it does, to some extent, is give some assurances -- however legitimate -- to people living where the restrictions are imposed," said Concord city prosecutor Scott Murray. "You know you won't have a sex offender living next door. But it certainly does not guarantee that you are not going to have kids who are getting molested."

Concord's acting police chief, Robert Barry, said city police would face a tougher time than towns enforcing an ordinance because schools are spread through the city. Also, counseling and treatment centers that offenders need are downtown near schools, parks and daycare centers.

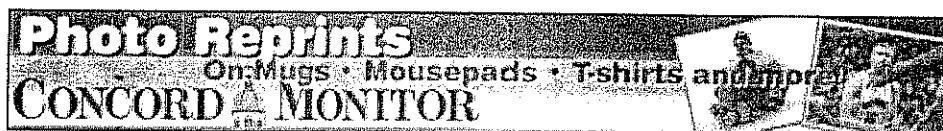
Barry believes Concord could provide a better service by more closely monitoring whether the offenders register their new addresses when they move.

State Rep. John Tholl, the police chief in Dalton, said he's concerned that offenders will stop registering if society makes it too hard for them to find housing.

"I think it's more important to know where these people live than to tell them they can't live somewhere," said Tholl.

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Article published Jul 10, 2007

Sanbornton may restrict where sex offenders live
Town would be fourth in area with ordinance

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By WALTER ALARKON
Monitor staff

Jul 10, 2007

Sanbornton's selectmen are considering whether to make their town the fifth New Hampshire community to adopt an ordinance restricting where sex offenders can live.

In the past few months, three neighboring communities - Tilton, Northfield and Franklin - have passed ordinances prohibiting registered sex offenders from living 2,500 feet within a school, day-care center, park and other public places where children gather. The ordinances also bar offenders from entering those areas unless they had permission from administrators. Violators of the ordinances are required to pay fines.

Dover, in 2005, became the first New Hampshire community to restrict where sex offenders can live.

At the request of Selectman David Nickerson, Sanbornton Police Chief Mark Barton drafted an ordinance and presented it to the selectmen last week. It mirrors those passed in the three nearby communities. Before the selectmen decide on it, they must hold a public hearing. Nickerson said they plan to discuss a date for the hearing at their meeting tomorrow night.

Nickerson said several parents who had read reports of sex crimes against children and the ordinances in other communities told him to look into the measure.

"We don't have a big center of town, but we do have the library and school there, and parents were hoping there'd be some sense of protection," said Nickerson, who was elected to the board of selectmen this year.

Barton said town officials will take into account concerns with the ordinances. Tilton, Franklin and Northfield all passed their ordinances with little opposition. The most vocal opponent, the New Hampshire Civil Liberties Union, has argued that the restrictions aren't effective because they don't target the people who are most likely to offend; nine in 10 sex crimes are committed by people who knew the victims, such as relatives or friends of relatives, according to the U.S. Department of Justice.

"It's virtually useless to pass these ordinances if they think it's going to solve a social problem. It's not," said Barbara Keshen, an attorney with the New Hampshire Civil Liberties Union.

15

Andrew Livernois, the chairman of the board of selectmen, said it's too early to say whether he'll support an ordinance.

"Given the rural nature of the community, and given that there aren't many public playgrounds, schools, day-care centers . . . I don't think this ordinance would affect that many people," he said.

Sanbornton is more sparsely populated than the three nearby communities with the restrictions. It has 54 people per square mile. Franklin and Tilton both have more than 300 people per square mile, and Northfield has about 158 people per square mile.

One of the two registered sex offenders living in Sanbornton called the proposed ordinance "disturbing." Nathan Huber, convicted of a felonious sexual assault for having consensual sex with a 15-year-old girl two months after he turned 18, said that the ordinance would treat him the same as other people convicted of other sex crimes, such as the rape of a child younger than 13.

"I don't have children, but if I did I wouldn't be able to go to their events or watch them perform and not make it into a big deal," said Huber, now 32 and a self-employed heating and plumbing specialist. "There's a part of me that understands people wanting to protect their children. But because they don't differentiate between sex offenders, they're all sort of grouped into the same category where the problem exists."

Huber said his record has been clean since he spent 30 days in jail for the sex crime conviction. Despite that, he must register his home address every year with the Sanbornton Police. His residence - within a mile of the Sant Bani School - is also listed on the sex offender registry on the state Department of Safety's website. If the town adopts the proposed sex offender ordinance, he and other sex offenders who live in restricted areas would be allowed to remain. But he wouldn't be allowed to move elsewhere and then return.

His mother, Cynthia Huber, plans to start a petition asking state legislators to reassess laws that require people convicted of statutory rape to enter the same registry as people who have been convicted of other sex crimes. She said she's also considering a legal challenge against the sex offender ordinances.

"It discriminates against genuine people in the community who make a mistake at a young age and spend the rest of their lives being labeled a sex offender," she said. "He is not a sexual offender."

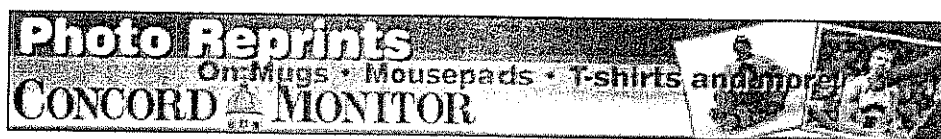
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By WALTER ALARKON

Monitor staff

This article is: 13 days old.

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Article published Mar 5, 2007

Tilton

[Print article](#)

Voters asked to restrict sex offenders
They couldn't live near schools or parks

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By LAUREN R. DORGAN
Monitor staff

Mar 5, 2007

Tilton residents will be asked at town meeting next week to vote on where registered sex offenders can live in their town.

An article on the warrant would forbid sex offenders who have been convicted of crimes against children from moving within 2,500 feet of a school, daycare or other "child-oriented organizations," including recreational areas. Sex offenders who already live within those bounds would be allowed to stay in their homes.

Selectman Tom Cavanaugh said he decided to do something after visiting a website, familywatchdog.us, which maps where sex offenders live.

"I noticed that there were several sexual predators, convicted sexual predators, living not far away from schools," he said. "It was disturbing, and I brought it up at a meeting."

Cavanaugh said police officers researched what the town could do and suggested a beefed-up version of a proposed state law. That bill, currently under consideration in the Legislature, would ban sex offenders who assaulted minors from moving within 1,000 feet of schools, parks and other "child-oriented organizations."

Eight child sex offenders live in Tilton now, according to a registry maintained by the state police. Seven live in the nearby town of Northfield and 29 in Franklin.

No one has mapped exactly where sex offenders could live under Tilton's proposed restrictions, said Town Administrator Bob Veloski.

There are three schools and at least two daycares in Tilton, as well as a handful of parks. Most of these "off-limits" areas are concentrated in downtown and West Tilton.

Tilton's proposed ordinance is closely based on a year-old city ordinance in Dover, which has a 2,500-foot requirement. But Dover's law is more tightly defined, restricting only schools and day cares and not other "child-oriented organizations."

15

"This far, at least for the city of Dover, it seems to be effective," Interim Police Chief Tony Colarusso said.

In the past year, six convicted sex offenders have tried to register addresses within Dover's restricted zones, Colarusso said. Five of them have relocated without incident, and the sixth one has moved to challenge the law in Dover District Court in a case that's still pending.

Colarusso said that before the ordinance was enacted, the police department had researched similar laws in other states and found that there had been no successful legal challenges. The city's attorney had also reviewed it, he said.

The ordinance may have a toll on neighboring towns: The five offenders who moved chose to leave Dover altogether, Colarusso said.

"Because of the number of schools and day cares we have in Dover, it's pretty limited where they can live in Dover . . . to the point where the five people have moved out of town," Colarusso said.

Critics of "buffer zones" for sex offenders argue that they cause more problems than they prevent. In December, the Iowa County Attorneys Association released a statement opposing that state's 2,000-foot restricted zones, saying they sapped police resources, caused offenders to become transient and fought only the "rare" phenomenon of sex crimes by strangers.

"In fact, 80 to 90 percent of sex crimes against children are committed by a relative or acquaintance who has some prior relationship with the child and access to the child that is not impeded by residency restrictions," the prosecutors wrote. "Only parents and caretakers can effectively impede that kind of access."

But others argue it makes sense to keep offenders as far from as many children as possible. They point to recidivism rates, including a 1994 study that found that 5 percent of all sex offenders were arrested for another sex crime within three years of release.

"I'm not saying that every single person that has offended will offend again, but you want to protect your kids," said Cavanaugh, who said he'd heard no opposition to Tilton's proposal.

Colarusso said he'd heard the criticisms.

"It's something that's controversial because some people don't feel it's effective," he said. "But one thing it does do is it brings out the problem with sex offenders."

----- End of article

By LAUREN R. DORGAN

Monitor staff

This article is: 140 days old.

15

9-4-07 Tabled



**City of Manchester
Department of Highways**

227 Maple Street
Manchester, New Hampshire 03103-5596
(603) 624-6444 Fax # (603) 624-6487

Commission

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Robert R. Rivard
William A. Varkas

Frank C. Thomas, P.E.
Public Works Director

Kevin A. Sheppard, P.E.
Deputy Public Works Director

July 16, 2007

Committee on Public Safety, Health and Traffic
One City Hall Plaza
Manchester, New Hampshire 03101

Re: Installation of nonstandard M.U.T.C.D. signage

Gentlemen:

As you are aware, the Traffic Division has installed several nonstandard traffic signs in the city over the past few years. The City of Manchester has adopted the use of the Manual on Uniform Traffic Control Devices. Although we have made a good attempt to stick to the recommendations of the Manual, there are times when we have made our own revisions as the need was suited. We have received a request to place some nonstandard signage ("SMILE – YOU COULD BE ON CAMERA") at the intersection of Maple Street and Spruce Street.

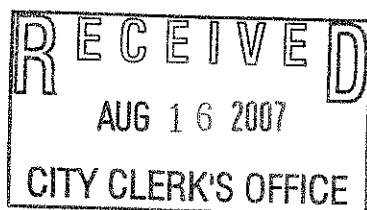
The purpose of this communication is to two-fold. We need clarification from the City Solicitor to advise us of any liability issues and secondly to receive direction from this Committee in the installation of this type signage.

We look forward to discussing the issues and receiving your directive.

Sincerely,

James P. Hoben
Deputy Traffic Director

cc: Frank Thomas, PE
Kevin Sheppard, PE



16

Fellows, Sally

From: Teeling, Jonathan [Jonathan_Teeling@adp.com]
Sent: Tuesday, September 04, 2007 11:39 AM
To: CityClerk
Subject: Traffic Meeting Tonight

To the City Clerk's Office,

Please forward my letter regarding a traffic proposal to the Traffic Committee. It is to speak in favor of a proposition on tonight's agenda.

Thank you

Jonathan Teeling

Jonathan Teeling
438 Front Street
Manchester, NH 03102
603-627-4430

September 4, 2007

To: Ed Osbourne
Traffic Committee

I am writing this letter in support of a proposition on tonight's agenda. The proposition, a no through trucks sign between the Route 3A south onramp and the Amoskeag Rotary, is necessary to reestablish the residential neighborhood of Front Street. As we all know, commercial vehicle traffic disrupts residential quality of life. The noise and rumbling associated with these trucks degrades the quality of life in neighborhoods forced to deal with such traffic. Streets become less safe to walk upon and difficult to cross. Property values suffer as no buyer wishes to live on a commercial freeway.

The proposition tonight is one that will not harm any trucking route. The use of state roadways is the proper routing for commercial vehicle traffic. It just so happens that the Route 3A/Interstate 293/Everett Turnpike route runs parallel to this portion of Front Street. It is my goal to redirect traffic currently using Front Street as an access point to the rotary or to access northbound 3A onto this state roadway.

This plan will save the city excess road repairs caused by heavy commercial traffic. This plan will limit the noise and vibrations that residential communities should not have to suffer through. This plan will increase safety in a neighborhood that was designed during the city's beginnings. This plan will begin to reestablish this neighborhood as one that people will once again desire to live within.

I would like to point out that Front Street is in rough shape. There are no sidewalks after Blodgett Park and the roadway is in dire need of resurfacing. The street is very narrow on the southern portion and people often have difficulty crossing to access the sidewalk and instead walk along the unpaved right of way. The homes sit close to the street and have no shielding from the traffic. There is a dangerous corner to access this road northbound that is unfit for large vehicles and the corner approaching the rotary often has unseen traffic buildup, covered by thick vegetation.

Creating this restriction is a step in the right direction for this residential community. The

9/4/2007

17

commercial trucking that currently uses this residential avenue as a throughway will not suffer hardship as a superior route exists. The city will benefit from this rerouting. It only makes sense to vote in favor of this proposition and to protect this neighborhood.

Sincerely,

Jonathan Teeling

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